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10/565,081	08/30/2006	Thomas Huber	59482.21840	3688
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BAKER & HOSTETLER LLP		EXAMINER		
WASHINGTON SQUARE, SUITE 1100		OHARA, BRIAN M		
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Please find below and/or attached an Office communication concerning this application or proceeding.

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patents@bakerlaw.com

Office Action Summary	Application No. 10/565,081	Applicant(s) HUBER ET AL.
	Examiner Brian M. O'Hara	Art Unit 3644

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If no period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).

Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1) Responsive to communication(s) filed on 29 January 2010.

2a) This action is FINAL. 2b) This action is non-final.

3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4) Claim(s) 1,3-16 and 19-25 is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5) Claim(s) 23 is/are allowed.

6) Claim(s) 1,3-16, 19-22, 24 and 25 is/are rejected.

7) Claim(s) _____ is/are objected to.

8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9) The specification is objected to by the Examiner.

10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) Notice of References Cited (PTO-892)
 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
 3) Information Disclosure Statement(s) (PTO/SB/06)
 Paper No(s)/Mail Date _____

4) Interview Summary (PTO-413)
 Paper No(s)/Mail Date _____

5) Notice of Informal Patent Application
 6) Other: _____

DETAILED ACTION

Claim Objections

1. **Claim 24 is objected to** because of the following informalities: The last paragraph of Claim 24 contains the phrase: "at least one of said plurality of transverse support elements comprises, at least one longitudinal end thereof ..." The previous amendment to remove the word "at" made the last part of the claim unclear. A possible solution would be to add the word "on" before the word "at". Appropriate correction is required.

Claim Rejections - 35 USC § 112

2. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.
3. **Claims 1 and 3-15 are rejected under 35 U.S.C. 112, second paragraph**, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.
4. **Claim 1** recites the limitation of "each outer edge being directly and fixedly connected to the outer skin via a respective intermediate element" on Lines 7-8. This phrase renders the claim indefinite because it is unclear how the outer edges can be both directly and fixedly connected when an intermediate element is being employed for the connection. The Figures appear to indicate that the outer edges of the deck sections are directly and fixedly connected to the intermediate elements, and the intermediate elements are also connected to the skin.
5. **Claims 3-15** are rejected for being dependant upon Claim 1.

Claim Rejections - 35 USC § 102

6. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

7. **Claims 1, 3-16, 19-22, 24, and 25 are rejected under 35 U.S.C. 102(b) as being anticipated by Bergholz (US Patent 4,479,621 A).** Bergholz discloses a cargo deck (see Fig. 2), comprising: a plurality of flat floor elements (13), a plurality of functional units (35), a plurality of profile elements (33) mounted in the long direction of the aircraft and adapted to accommodate functional units at least sections of said flat floor elements (13) being fixedly connected to said profile elements (33) to form deck sections (See 33 connected to 13 in Fig. 4a), the deck sections having two opposing outer edges each adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to the outer skin via a respective intermediate element (24 or 17), each intermediate element being planar (24 has planar top and bottom, See cross section in Fig. 4) and having a long axis parallel to the long axis of said aircraft the deck sections being each adapted such that longitudinal forces imposed on said deck section and oriented in a direction parallel to the long axis of said aircraft to act as shear forces in a surface direction of the cargo deck (inherently these forces act as shear forces) and these shear forces are transmitted directly to the outer edges of said deck section and dissipated from said outer edges to the outer skin (16) of the aircraft via the intermediate elements (24 or 17), wherein said cargo deck is subdivided (as indicated

by gap 40) in the direction of its long axis into a plurality of said deck sections, which are decoupled from one another with respect to said longitudinal forces.

8. Regarding independent **claim 24**, Bergholz discloses further discloses a plurality of substantially planar floor elements (13), each having a first and a second, opposite side (a left and right side); a plurality of elongate profile elements (31 and 33), each having a first and second longitudinal side (31 has a left and right side as shown in Fig. 4b) and a plurality of functional units (34 and 35 sit within 31 and 33 respectively) for moving and securing a load to said cargo deck (via slot and holes shown from above in Fig. 8); and a plurality of transverse support elements (39 and 42), wherein

each of said transverse support elements includes opposite outer ends (at 19 and 46) fixedly connected to an outer skin of the aircraft, each outer end including a planar member (24) having a long axis parallel to a long axis of the aircraft, the cargo deck module being connected to the transverse support elements at the outer ends, wherein longitudinal forces imposed on the cargo deck module and oriented in a direction parallel to the long axis of the aircraft are transmitted as shear forces (shear forces act between 46 and 24 as shown in Fig. 8) in a surface direction of the cargo deck module and these shear forces are transmitted directly to the outer ends and dissipated from the outer ends to the outer skin (16) via the respective planar members (24), wherein the cargo deck module is decoupled (by gap 40) from another cargo deck modules with respect to said longitudinal forces,

wherein said first side of each of said plurality of substantially planar floor elements (13) is adjacent and connected (13 is connected on either side of 31 at the top

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of Fig. 4b) to said first longitudinal side of a respective one of said plurality of elongate profile elements (31 and 32), said second side of each of said plurality of substantially planar floor elements is adjacent and connected to said second longitudinal side of a respective other one of said plurality of elongate profile elements (13 is connected on both sides of 31 in Fig. 4b), each of said plurality of elongate profile elements (31 and 32) is connected (at least at 14, See Fig 4b and Column 5, Lines 52-53) to each of said plurality of transverse support elements (42 and 39) and extends in a direction substantially perpendicular to a longitudinal direction of each of said plurality of elongate profile elements, and at least one of said plurality of transverse support elements comprises, at least one longitudinal end thereof, a downward-facing bearing surface (bottom of 30 and 47 in fork 29, and bottom of 36 on 37) that transmits a downward force imposed on said deck section to said aircraft.

9. Regarding independent **claims 16 and 20**, the planar member, equated to element 24 above, is also mapped to the plurality of intermediate elements of Claims 16 and 20.

10. Further regarding **claim 20**, Bergholz discloses wherein each of said plurality of cargo deck modules extends across an entire width of said cargo deck (as shown in Fig. 3, the modules are the cargo deck so they inherently extend across the width of the cargo deck) and a first one of said plurality of cargo deck modules (12) is mounted in aircraft adjacent a second other of said plurality of cargo deck modules such that play (via 40) in a longitudinal direction of said aircraft is provided between said first and second cargo deck modules (See Fig. 6).

11. Further regarding independent **claim 16** and dependant **claims 21 and 25**, Bergholz discloses wherein the plurality of transverse support elements (42 and 39), each having a substantially planar upper surface (top portion that abuts 13, See Fig. 6) that extends across substantially an entire width of said cargo deck in a direction substantially perpendicular to a longitudinal direction said aircraft (Fig. 6 is looking at the deck in a transverse direction), wherein each of said plurality of elongate profile elements is connected to each of said plurality of transverse support elements (at intersections throughout floor plates 12).
12. Further regarding independent **claims 16 and 24**, Bergholz discloses wherein said substantially planar upper surface of each of said plurality of transverse support elements abuts a major face (as shown in Fig. 6) of each of said plurality of substantially planar floor elements and a bottom portion of each of said plurality of elongate profile elements.
13. Regarding dependant **claims 19 and 22**, Bergholz discloses the elongate profile elements having walls (31 and 33 split at the top to form side walls) and said plurality of functional units (34 and 35) are provided between the walls (See Figs. 4a and 4b).
14. In regard to **claims 2-5**, Bergholz discloses a plurality of deck sections (12), which are decoupled from each other (see Fig. 8), and intermediate elements (19, 20) for transmitting longitudinal forces to ribs (22), which connect to the aircraft skin (16).
15. In regard to **claims 6-10**, Bergholz discloses transverse beams (42) and modules (see Fig. 12a), the end sections of the transverse beams (42) transmitting forces to the

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aircraft skin by way of two intermediate elements (47, 30) at end corners of the deck sections (12).

16. In regard to **claim 11**, Bergholz discloses supporting feet (15) for attaching to ribs (22).

17. In regard to **claims 12-15**, Bergholz discloses attaching the deck sections to longitudinal beams (24) for transmitting longitudinal forces for the side edges (33) of deck sections (12); the longitudinal beams being attached to the aircraft ribs (22); the deck sections being attached within the aircraft via rapid-closure elements (column 6, lines 47-51).

Allowable Subject Matter

18. Claim 23 is allowed.

19. The following is a statement of reasons for the indication of allowable subject matter: The prior art does not anticipate or render obvious the attachment of a deck section for a cargo compartment of an aircraft at only one longitudinal end of at least one of a plurality of deck sections.

Response to Arguments

20. Applicant's arguments with respect to claims 1, 16, 20, 23, and 24 have been considered but are moot in view of the new ground(s) of rejection, i.e. the newly rejected intermediate elements.

Conclusion

21. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP

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§ 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Brian M. O'Hara whose telephone number is (571)270-5224. The examiner can normally be reached on Monday thru Friday 10am - 5pm except the first Friday of every Bi-week.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Michael R. Mansen can be reached on (571)272-6608. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Yvonne R. Abbott/
for Michael Mansen, SPE of Art
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/B. M. O./
Examiner, Art Unit 3644